

To: Traffic Orders, City of Edinburgh Council

Dear Sir/Madam.

Spokes objects to the Traffic Regulation Orders as presented, regarding the items listed below. However, we do support the intention to control parking/waiting/loading at these locations.

1. The placement of the yellow lines across the foot/cycleways on Leith Walk at locations shown as "Pedestrian Priority Crossings" (*See further info below*)
2. The depiction of the yellow lines at some of the side road junctions where the junction geometry is a danger to pedestrians and cyclists (*See further info below*)
3. Quite a few cycle exemptions are mentioned in the schedule of exemptions but are not specified in the drawings (eg at Maritime Lane/ Mitchell St and Brunswick Road)
4. On Leith Walk, where side roads meet the cycleway, the left-hand radius should be tightened to help to ensure that drivers slow down sufficiently and to reduce the width of the crossing. The latter case is especially pertinent to Jane Street where there is no exit, so no need for a curved radius to the left.
5. On Leith Walk, where the cycleway is deflected by loading bays/bus-stops just before junctions (eg at Springfield Street) the cycleway should return at a shallower angle so that cyclists are more easily able to view traffic coming from behind and traffic ahead. (*See further info below*)
6. On Leith Walk, where side roads are stopped up (eg at the end of Iona Street and Montgomery street), there needs to be a gap and dropped kerb to allow cyclist access to/from the cycleway. We presume that this would not affect the proposed yellow line markings.
7. There appear to be no turning restrictions at the Constitution Street/Queen Charlotte Street junction, however there are significant restrictions on Constitution Street to the South. It would be helpful if there were warning signs at the approaches to the junction that there were restrictions ahead.

Taking some of the general points in more detail:

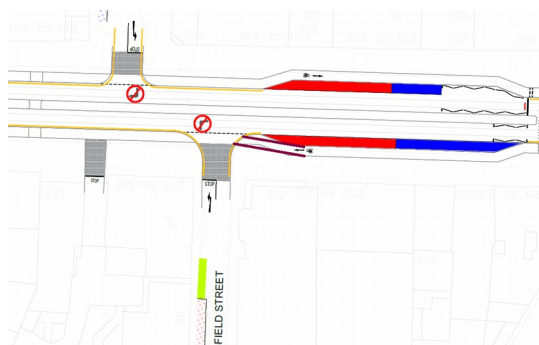
1. The placement of the yellow lines across the foot/cycleways on Leith Walk at locations shown as "Pedestrian Priority Crossings"  
The yellow lines should continue along Leith Walk and across the entrance to the side street rather than curving around and across the cycle/footway (*See illustration from Robert Weetman "Nicer Cities, Liveable Places"*). This is to visually reinforce that pedestrians and cyclists have priority over motor turning motor vehicles and to allow the footway and cycleway to appear continuous.



- The depiction of the yellow lines at some of the side road junctions where the junction geometry is a danger to pedestrians and cyclists  
In the example below (left image) (the new access road to Chancelot Mill and potentially a new housing development), the crossing area is very wide due to the geometry of the junction and this will make it difficult for people to cross. The radius of the junction mouth needs to be tightened and the kerb lines brought closer together. Similarly at the junction with Lindsay Road (right image), there is a very wide crossing area plus the additional risk to left turning cyclists from large vehicles swinging out into the right turn lane – this risk could be significantly reduced by only having a single traffic lane.



- On Leith Walk, where the cycleway is deflected by loading bays/bus-stops just before junctions. Cyclists need to be able to check over their shoulder for turning traffic and to check that the crossing ahead is clear. They need a reasonable distance in which to do this, and for their turning movements to be gentle (so a gentle path radius – ideally curved). The cyclepath should also be set back slightly from the edge of the carriageway – we assume that this will be the case as there will be ramped access to the raised table crossing.



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